

direction is noted with the negative side disconnected, then the static pressure is positive. Likewise, if a deflection in the positive direction is noted with the positive side disconnected, then the static pressure is negative.

8.11.2 If a 3-D probe is used for this measurement, position the probe at or between any traverse point(s) and rotate the probe until a null differential pressure reading is obtained at  $P_2-P_3$ . Rotate the probe 90°. Disconnect the  $P_2$  pressure side of the probe and read the pressure  $P_1-P_{bar}$  and record as the static pressure. (NOTE: The spherical probe, specified in section 6.1.2 of Method 2F, is unable to provide this measurement and shall not be used to take static pressure measurements.)

8.12 Atmospheric Pressure. Determine the atmospheric pressure at the sampling elevation during each test run following the procedure described in section 2.5 of Method 2.

8.13 Molecular Weight. Determine the stack or duct gas dry molecular weight. For combustion processes or processes that emit essentially  $CO_2$ ,  $O_2$ ,  $CO$ , and  $N_2$ , use Method 3 or 3A. For processes emitting essentially air, an analysis need not be conducted; use a dry molecular weight of 29.0. Other methods may be used, if approved by the Administrator.

8.14 Moisture. Determine the moisture content of the stack gas using Method 4 or equivalent.

8.15 Data Recording and Calculations. Record all required data on a form similar to Table 2G-3.

8.15.1 2-D probe calibration coefficient. When a Type S pitot tube is used in the field, the appropriate calibration coefficient as determined in section 10.6 shall be used to perform velocity calculations. For calibrated Type S pitot tubes, the A-side coefficient shall be used when the A-side of the tube faces the flow, and the B-side coefficient shall be used when the B-side faces the flow.

8.15.2 3-D calibration coefficient. When a 3-D probe is used to collect data with this method, follow the provisions for the calibration of 3-D probes in section 10.6 of Method 2F to obtain the appropriate velocity calibration coefficient ( $F_2$  as derived using Equation 2F-2 in Method 2F) corresponding to a pitch angle position of 0°.

8.15.3 Calculations. Calculate the yaw-adjusted velocity at each traverse point using the equations presented in section 12.2. Calculate the test run average stack gas velocity by finding the arithmetic average of the point velocity results in accordance with sections 12.3 and 12.4, and calculate the stack gas volumetric flow rate in accordance with section 12.5 or 12.6, as applicable.

#### 9.0 Quality Control

9.1 Quality Control Activities. In conjunction with the yaw angle determination and

the pressure and temperature measurements specified in section 8.9, the following quality control checks should be performed.

9.1.1 Range of the differential pressure gauge. In accordance with the specifications in section 6.4, ensure that the proper differential pressure gauge is being used for the range of  $\Delta P$  values encountered. If it is necessary to change to a more sensitive gauge, replace the gauge with a gauge calibrated according to section 10.3.3, perform the leak check described in section 8.4 and the zero check described in section 8.5, and repeat the differential pressure and temperature readings at each traverse point.

9.1.2 Horizontal stability check. For horizontal traverses of a stack or duct, visually check that the probe shaft is maintained in a horizontal position prior to taking a pressure reading. Periodically, during a test run, the probe's horizontal stability should be verified by placing a carpenter's level, a digital inclinometer, or other angle-measuring device on the portion of the probe sheath that extends outside of the test port. A comparable check should be performed by automated systems.

#### 10.0 Calibration

10.1 Wind Tunnel Qualification Checks. To qualify for use in calibrating probes, a wind tunnel shall have the design features specified in section 6.11 and satisfy the following qualification criteria. The velocity pressure cross-check in section 10.1.1 and axial flow verification in section 10.1.2 shall be performed before the initial use of the wind tunnel and repeated immediately after any alteration occurs in the wind tunnel's configuration, fans, interior surfaces, straightening vanes, controls, or other properties that could reasonably be expected to alter the flow pattern or velocity stability in the tunnel. The owner or operator of a wind tunnel used to calibrate probes according to this method shall maintain records documenting that the wind tunnel meets the requirements of sections 10.1.1 and 10.1.2 and shall provide these records to the Administrator upon request.

10.1.1 Velocity pressure cross-check. To verify that the wind tunnel produces the same velocity at the tested probe head as at the calibration pitot tube impact port, perform the following cross-check. Take three differential pressure measurements at the fixed calibration pitot tube location, using the calibration pitot tube specified in section 6.10, and take three measurements with the calibration pitot tube at the wind tunnel calibration location, as defined in section 3.21. Alternate the measurements between the two positions. Perform this procedure at the lowest and highest velocity settings at which the probes will be calibrated. Record the values on a form similar to Table 2G-4.

At each velocity setting, the average velocity pressure obtained at the wind tunnel calibration location shall be within  $\pm 2$  percent or 2.5 mm H<sub>2</sub>O (0.01 in. H<sub>2</sub>O), whichever is less restrictive, of the average velocity pressure obtained at the fixed calibration pitot tube location. This comparative check shall be performed at 2.5-cm (1-in.), or smaller, intervals across the full length, width, and depth (if applicable) of the wind tunnel calibration location. If the criteria are not met at every tested point, the wind tunnel calibration location must be redefined, so that acceptable results are obtained at every point. Include the results of the velocity pressure cross-check in the calibration data section of the field test report. (See section 16.1.4.)

10.1.2 Axial flow verification. The following procedures shall be performed to demonstrate that there is fully developed axial flow within the wind tunnel calibration location and at the calibration pitot tube location. Two options are available to conduct this check.

10.1.2.1 Using a calibrated 3-D probe. A probe that has been previously calibrated in a wind tunnel with documented axial flow (as defined in section 3.22) may be used to conduct this check. Insert the calibrated 3-D probe into the wind tunnel test section using the tested probe port. Following the procedures in sections 8.9 and 12.2 of Method 2F, determine the yaw and pitch angles at all the point(s) in the test section where the velocity pressure cross-check, as specified in section 10.1.1, is performed. This includes all the points in the calibration location and the point where the calibration pitot tube will be located. Determine the yaw and pitch angles at each point. Repeat these measurements at the highest and lowest velocities at which the probes will be calibrated. Record the values on a form similar to Table 2G-5. Each measured yaw and pitch angle shall be within  $\pm 3^\circ$  of  $0^\circ$ . Exceeding the limits indicates unacceptable flow in the test section. Until the problem is corrected and acceptable flow is verified by repetition of this procedure, the wind tunnel shall not be used for calibration of probes. Include the results of the axial flow verification in the calibration data section of the field test report. (See section 16.1.4.)

10.1.2.2 Using alternative probes. Axial flow verification may be performed using an uncalibrated prism-shaped 3-D probe (e.g., DA or DAT probe) or an uncalibrated wedge probe. (Figure 2G-8 illustrates a typical wedge probe.) This approach requires use of two ports: the tested probe port and a second port located  $90^\circ$  from the tested probe port. Each port shall provide access to all the points within the wind tunnel test section where the velocity pressure cross-check, as specified in section 10.1.1, is conducted. The probe setup shall include establishing a ref-

erence yaw-null position on the probe sheath to serve as the location for installing the angle-measuring device. Physical design features of the DA, DAT, and wedge probes are relied on to determine the reference position. For the DA or DAT probe, this reference position can be determined by setting a digital inclinometer on the flat facet where the P<sub>1</sub> pressure port is located and then identifying the rotational position on the probe sheath where a second angle-measuring device would give the same angle reading. The reference position on a wedge probe shaft can be determined either geometrically or by placing a digital inclinometer on each side of the wedge and rotating the probe until equivalent readings are obtained. With the latter approach, the reference position is the rotational position on the probe sheath where an angle-measuring device would give a reading of  $0^\circ$ . After installation of the angle-measuring device in the reference yaw-null position on the probe sheath, determine the yaw angle from the tested port. Repeat this measurement using the  $90^\circ$  offset port, which provides the pitch angle of flow. Determine the yaw and pitch angles at all the point(s) in the test section where the velocity pressure cross-check, as specified in section 10.1.1, is performed. This includes all the points in the wind tunnel calibration location and the point where the calibration pitot tube will be located. Perform this check at the highest and lowest velocities at which the probes will be calibrated. Record the values on a form similar to Table 2G-5. Each measured yaw and pitch angle shall be within  $\pm 3^\circ$  of  $0^\circ$ . Exceeding the limits indicates unacceptable flow in the test section. Until the problem is corrected and acceptable flow is verified by repetition of this procedure, the wind tunnel shall not be used for calibration of probes. Include the results in the probe calibration report.

10.1.3 Wind tunnel audits.

10.1.3.1 Procedure. Upon the request of the Administrator, the owner or operator of a wind tunnel shall calibrate a 2-D audit probe in accordance with the procedures described in sections 10.3 through 10.6. The calibration shall be performed at two velocities that encompass the velocities typically used for this method at the facility. The resulting calibration data shall be submitted to the Agency in an audit test report. These results shall be compared by the Agency to reference calibrations of the audit probe at the same velocity settings obtained at two different wind tunnels.

10.1.3.2 Acceptance criterion. The audited tunnel's calibration coefficient is acceptable if it is within  $\pm 3$  percent of the reference calibrations obtained at each velocity setting by one (or both) of the wind tunnels. If the acceptance criterion is not met at each calibration velocity setting, the audited wind tunnel shall not be used to calibrate probes